

BENT RIM BUGLE

Vol. 3 No. 2

August, 1989

Addison Oaks: The Second Time Around

by Dwain Abramowski

"Excuse me."

"Huh...what?"

"I said excuse me, but are you sure you know what you are doing?"

"What the...who are you?"

"Does it really matter. I mean you're starting way back here a the back of the pack and pedaling like an old man in wooden shoes."

"I don't remember asking anyone for their advice..."

"Advice. It's an observation lame legs. This is your third race and you still don't seem to get it. To win you have to be ahead of all these people. Get it. "First place" means being in front of everyone else."

"Hey, I'm not stupid."

"Just slow."

"Hey com'on, I'm here to have fun..."

"And fun is coming in last place?"

"No, for your information it's just doing your best."

"Well do you think you could muster up a little of your "best" to get around this group ahead of you..."

As you can see the spring race at Addison Oaks was nothing like the first race they had last fall. There was a change in the course, cutting off the loop around the field and across the paved road and instead the race started in a large field in front of the concession area. The weather bitter cold for May, cloudy, wet and windy. The crowd was larger, with more smiling faces and a wider variety of racers than before. But the ringer that made the race at

(Continued on page 5)



(Photo Courtesy of Joe & Karen Torre)

The Norba National held at Sugarloaf Ski Resort on June 17 & 18 featured two full days of well organized events. The Uphill Climb, Downhill Time Trials, and Dual Downhill Slalom filled Saturday's schedule. Sunday host another race, Saturday 15-17 with the same sponsors. See page 12 for race results.

In This Issue

Bittersweet Race -page 3
Addison Oaks Race -page 4 & 5
Pando IV Race -page 7
Calendar of Events -page 8 & 9
Norba National Race Results -page 12
Kandahar Race -page 13

Editorial

FINISH LINE BLUES

FACT: No one actually READS editorials

Ok, maybe a few people do. Based on that assumption, let me explain why we only published the top finishers in all the races listed. How interesting could 16 pages of race results be? Add pictures, an article or two and cost becomes prohibitive.

Anyone who wants to know how they finished in a race can WRITE to the race promoters! Where do you get the address? From the race flyer, old B.R.B. calendar listing, or call one of the event sponsors for information. When you write, simply ask for a copy of the results. Enclose a self-addressed stamped envelope, specify the race name, date, event and class you raced in. If you want COMPLETE race results, expect to enclose extra \$\$ to cover the additional postage.

While you're at it, drop a note saying how much you liked the event, what impressed you the most, or how you feel it might improved. After all, you want to participate in another event at this location, right? Putting on a race is a lot of work. Promoters, land owners, sponsors, and race directors need to know that their efforts are appreciated and you want them to host another event!

Getting accurate race results posted within a reasonable amount of time is always a challenge at the any event. In some cases, if you were not a prize winner, you may never know how you finished. It's easy to blame the race director for poor organization, but often racers themselves are at fault.

Racers have a responsibility to know where and how the finish line works, how many laps to go, keep track of laps, and what the course rules are. Don't expect someone at the finish line to make an exception because of your mistake! You'll save race directors lots of time by letting them know how to account for your number after you've dropped out of the race. Also your name will automatically be listed incorrectly and misspelled in the results if your registration form was incorrect or illegible.

Race directors, unless you have a great system and lots competent help to handle race results; do yourself a favor and hire a professional timing team. It will be worth the expense to have satisfied participants and timely results, not to mention a lot less work for you.

What We Are...

The Bent Rim Bugle is a Not-For-Profit Michigan area newsletter dedicated to promoting and protecting the sport of mountain biking.

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BENT RIM BUGLE

c/o Bonnie Alsum

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(616) 361-7702 eves. before 9 PM.

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THANKS TO ALL WHO CONTRIBUTED TO THIS ISSUE!!

Bittersweet



Pausing briefly to refill the water bottle...

Photo by Brian Weeldreyer

Text by S.S.

Considering last years mud boy at Bittersweet, it is amazing that anyone would return to this years event, especially when it rained the entire week before the race. However, race day arrived with beautiful weather and believe it or not, a dry Bittersweet course.

The course had been redesigned since the fall race. Right off the start the course went through the flat, but bumpy, parking lot, around a pond and across a small creek where several riders chose to cool off. The next

part of the course was a long, slow, twisting, turning uphill, then thankfully a big loop on flat, yet bumpy terrain, on the backside of the ski resort which gave you a chance to rest up from the uphill before the downhill started.

Downhills by the way, might be what Bittersweet races become know for. Last year the downhill consisted of six inches of cement like mud with hidden rocks and bumps. This year there were bumpy traverses on dried up mud, fast sections of tight turning single track through woods, a couple or minor logs to jump and more bumpy dried up mud that ended in a 90 degree corner on loose sand. The course then followed what seemed to be a dried out river bed (more loose sand) onto a nice two track that brought you back to the parking lot, at which point you had the pleasure of doing the whole thing over anywhere from one to five times according to the catagory you raced in.

I felt the course was very good, with a little of everything a mountain bike race should have; hard climbing, fast downhills, technical sections, water crossings and lots of good viewing/cheering spots for spectators. Bittersweet offers great facilities also, with lots of room in the lodge and bar area and enough restrooms that even the women don't have to stand in line.

Thank-you Alfred E. Bike, Bittersweet Ski Resort and all others involved in putting on another great race. Hopefully it will become an annual event rain or shine.

Bittersweet Race Results

Downhill Slalom Race (65 finished)			Mass Start Beginner (46 finished)			Advanced (36 finished)			Expert (16 finished)			3 Frank Marciniak	47		
												4 Dan Casey	81		
												5 Pat Eickeroth	90		
1	Jamson	Hendler	1	Anthony	Costa	1	Stein	Slette	1	Steve	Hammett	Novice Trials			
2	Frank	Marciniak	2	Robert	Lantzy	2	Mark	Cramer	2	Dan	Packman				Points
3	William	Dietlin	3	Bob	Lawson	3	Matthew	Sanzobr	3	Tim	Flynn				
4	Ted	Ruys	4	Albert	Ojerio	4	David	Maclean	4	Kevin	Nowak				
5	Patrick	Dueweke	5	Mike	Strickhouser	5	Andy	Swartz	5	Joel	Bunting	1	Matt	Daly	12
6	Michael	Seaman	6	Scott	Quiring	6	Matt	Jennings	6	Robert	Bergren	2	William	Dietlin	13
7	Bob	Lawson	7	Ted	Ruys	7	John	Stoneburner	7	Kevin	Doser	3	Denny	Vandercar	21
8	Craig	Gietzen	8	Jay	Burgess	8	Joe	Fritsch	8	Graig	Gietzen	4	Greg	Krist	24
9	Greg	Faja	9	Scott	Berthell	9	David	Vandercar	9	Martin	Minka	5	Jeff	Faber	26
10	Paul	Schuetz	10	Ian	Nielsen	10	Kent	Buta	10	Larry	Kaiser	6	Mark	Perlick	26
11	Steven	Carlson	11	Edward	Campbell	11	William	Dietlin	11	Joel	Groendal	7	Steven	Carlson	29
12	Jeff	Faber	12	Ryan	Ojerio	12	Brant	Hender	12	Mark	Perlick	8	Greg	Faja	30
13	Brent	Walk	13	Bill	Goericke	13	Robert	Stephanoff	13	Brent	Walk	9	David	Vandercar	34
14	Bryan	?	14	Greg	Faja	14	Andy	Thompson	14	Scott	Brinnin	10	Ed	Sias	43
15	Ian	Nielsen	15	Shane	Smith	15	Kevin	Mitchel	15	Michael	Seaman	11	Ian	Nielsen	45
16	Brant	Hender	16	Paul	Novhan	16	John	Gerritsen	16	Tim	Greening	12	Steve	Hills	45
17	Andy	Swartz	17	Ron	Boudrie	17	Tim	Bergmann	Advanced Trials			13	Paul	Schuetz	47
18	Andy	Thompson	18	Doug	Whitehead	18	Greg	Krist				14	Rob	Fitzpatrick	60
19	David	Vandercar	19	Jimmy	Marshall Holl	19	Jeff	Voorhis	Points			15	Paul	Novhan	73
20	Joe	Fritsch	20	Dodd	Russell	20	Steve	Pruett				1	Kelly	Dermody	14
												2	Bob	Lawson	19

Addison Oaks Race Results

Overall race Winners

- 1 Matt Sanzobrin
- 1 Lisa Harrington

Men's 18 to 26 sport class (29 finished)

- 1 Brain Greene
- 2 Joel Briazale
- 3 Tim Bergemann
- 4 Bill Ward
- 5 Chris Haslock
- 6 John Gerritsen
- 7 Chris Bradley
- 8 Andy Swartz
- 9 Robert Stephanoff
- 10 Ron Watzke
- 11 Dan Klein
- 12 Matt Jennings
- 13 Scott Bremner
- 14 Robert Carrera
- 15 David Vandercar
- 16 Patrick Dueweke
- 17 Kurt Schroeder
- 18 Curtis Cater
- 19 Eric Penn
- 20 Douglas Nelson

Men's 27 to 34 sport class (36 finished)

- 1 Matt Sanzobrin
- 2 Matt Daly
- 3 Joel Bunting
- 4 Glen Rauth
- 5 David Suboda
- 6 Richard Green
- 7 Kent Buta

- 8 Jeff Faber
- 9 Mark Zeitz
- 10 Mike Teel
- 11 Bill Fischer
- 12 James Janik
- 13 Jeff Voorhis
- 14 Scott McLaren
- 15 Steve Pruett
- 16 George Christie
- 17 Greg Weber
- 18 Gary Velazquez
- 19 Doug Dillingham
- 20 Pat Eickenroth

Women's Sport Class (4 finished)

- 1 Lisa Harrington
- 2 Kim Kotevish
- 3 Debbie Baker
- 4 Heather Prince

Men's Expert Class (23 finished)

- 1 James Potter
- 2 Don Fedrigon
- 3 Wendell Woodruff
- 4 Robert Akers
- 5 Dave Hollis
- 6 Gary Stephenson
- 7 Tim Flynn
- 8 Tim Pikhart
- 9 Chris Fillmore
- 10 David Richardson
- 11 Tom Smith
- 12 Kelly Dermody
- 13 Robert Bergen

- 14 Cleaver Barnes
- 15 Steve Smigiel
- 16 Mike Ray
- 17 Mike Seamen
- 18 Jeff Mason
- 19 James McAuooy
- 20 Tom Lawrence

Men's Pro Am Class

- 1 Scott Diment
- 2 Steve Hammett
- 3 Dan Packman
- 4 Bill Corliss
- 5 Ed Reid
- 6 Michael Nickoloff

Men's 17 & Under Class (19 finished)

- 1 Albert Rybak
- 2 Alex Proudfoot
- 3 Steve Rylank
- 4 Dan Motowski
- 5 Bob Kurlle
- 6 Bob Lawson
- 7 Derek Ager
- 8 Steve Smith
- 9 Ethan Meleg
- 10 Mark Lawson

Men's 18 to 26 Beginner Class (67 finished)

- 1 Charles Johnson
- 2 Bill Dietlin
- 3 Michael Webster

- 4 Steven Carlson
- 5 Anthony Costa
- 6 Todd Ulrich
- 7 Steven Webster
- 8 Marty Carie
- 9 Ron Lindsey
- 10 Alan Henry
- 11 Tim Woolard
- 12 Donald Coates
- 13 James Rugg
- 14 Andrew Hass
- 15 Bob Lantry
- 16 John Redner
- 17 Joren Carlson
- 18 Todd King
- 19 Micheal Strickhouser
- 20 Mike Frailey

Men's 27 to 34 Beginner Class (31 finished)

- 1 Rick Kaupp
- 2 Brad Faul
- 3 Dave Hauschild
- 4 Kevin Stevens
- 5 Glenn O'Connell
- 6 Jim Daly
- 7 Roger Pozeznik
- 8 Michael DeFarred
- 9 Scott Downey
- 10 John Dohan
- 11 Scott Baker
- 12 Alan Finlay
- 13 Steven Berthel
- 14 Mike Stanton
- 15 Bob Long

- 16 Tom Pater
- 17 Dan Kindall
- 18 Craig Fuller
- 19 Jim Murphy
- 20 Robert Williams

Men's 35 to 44 Beginner Class (35 finished)

- 1 Mike Motowski
- 2 Rob Lutz
- 3 Reinhold Cordella
- 4 Greg Krist
- 5 Larry Timm
- 6 Thierry Werderits
- 7 Mike Salva
- 8 William Blonsky
- 9 John Howe
- 10 Chris Davidson
- 11 Charlie Rasmer
- 12 John Ledke
- 13 Stephen Ross
- 14 Don Stange
- 15 Wesley Watt
- 16 Chris Deziel
- 17 Jim Kirk
- 18 Dane Lawicki
- 19 David Neigel
- 20 Fred Harig

Men's 45 & Over Class (14 finished)

- 1 Franz Hartjes
- 2 Tom Neil
- 3 Terry Newton

- 4 Tom Jones
- 5 Dave Pettigrove
- 6 Arne Borgne
- 7 Dennis Vandercar
- 8 Russ Barkman
- 9 Don Fedrigon
- 10 Robert Flynn
- 11 Kenneth Genest
- 12 George Sementkowski
- 13 Peter O'Rourke
- 14 Mike Gendich

Women's Beginner Class (12 finished)

- 1 Lizbeth Zimmerman
- 2 Julie Stachecki
- 3 Cindy Burkart
- 4 Marissa Coor
- 5 Karen Deziel
- 6 Dawn Spears
- 7 Janet Klepetka
- 8 Dody Cameron
- 9 Kristin Tiaht
- 10 Sharon Watt
- 11 Char Schuman
- 12 Carmen Thomas

Men's Single Speed Class (3 finished)

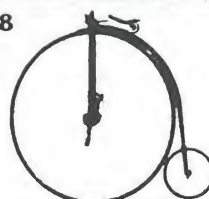
- 1 Ted Ruys
- 2 Edward Holmes
- 3 Keith Small

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SERIOUS FUN AT BITTERSWEET, 1988

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Addison Oaks (Continued from page 1)

Addison Oaks different for me was the hitchhiker I picked up some where between the starting line and the first small incline of the race...

"Well will you look at this, it's the first up-hill. What's that noise I hear?"

"It's my lungs. I'm wheezing like an old dog."

"So, what does that mean? Are you going to wimp out on the first hill?"

"Hey com'on I passed all those people."

"So what do you want a medal? The way you sound they probably thought is was an ambulance, and pulled over to let you by."

"Hey give me a break, will you?"

"I thought you trained for this race?"



(Photo by Kevin Stevens)

"So did I..."

The first uphill was a combination of loose gravel and some ruts. The back part of the course was a lot of short up, downs and straight-a-ways through the cornfields. I was riding with a pack of about four people. We were not the leaders, but we were having a fun time jockeying for position. The course continued on through the horse-shoe turn, the last long steep climb and on towards the woods. Once in the woods it was downhill time, our little group was buzzing the S-turns like bees and staying pretty much together.

"Are you going to let them pass you like that, That number 399, keeps blowing by you on the straight-a-ways."

"Yes, but I make it back up on the climbs."

"What IS that noise?"

I told you, its my lungs."

"Perhaps you should consider a muffler."

"Very funny."

"There they go again. That 399, she's good. Strong and steady. By the way, why doesn't she or those other guys sound like you?"

"Isn't it time for you to get off? I think my leg is cramping up."

"This is only your second time around."

"I can count. Couldn't we meet for a beer somewhere after the race, say in Topeka. You could leave now and get a head start."

The downhill through the woods at Addison Oaks is right up there at the top for southern lower Michigan. Over all the course, pre- and post-production organization and attention to detail at Addison Oaks is by far one of the best in Michigan. Others, who have been in many races throughout Michigan, have expressed the same feelings. You'll have an opportunity to see for yourself this fall as the "Oaks" will again host the Fall Classic.

"One more thing."

"What is it now?"

"It's about the sound your making."

"What's that?"

"Don't make it during duck hunting season, otherwise you'll have even a harder time ...getting the lead out."

GET DIRTY!



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Hot Set-up



Frank writes, "Since this picture was taken, I've installed the Answer TaperLite bars with a Ritchey Force Stem. The Scott bars are great for hillclimbing and flat terrain, but they are not as good as straight bars on narrow, twisty, single track. I will also be installing the new Rock Shox forks as soon as they arrive."

Photo by Dwain Abramowski

Text by Steve Pruett

Certainly there is nothing on the road (and few off it) that blend form, with function like the Trimble Inverse 4.

I took a brief pedal on Frank Marciniak's Trimble at Bittersweet II after the race. To say the ride was supple would be an understatement. Frank's bike is one of those that seems to stick in a corner as though it were riding on rails. I would rate it up there with the Sling Shot and Trek 870 as being one of the most rider friendly M.T.B.'s in existence today.

The components that Frank has selected for his bike reflect his ability to sort the durable, yet trick stuff from showier but less substantial parts. I was especially impressed by the interaction between the Bullseye crankset and the frame. The former being super rigid and the latter quite resilient. Utilization of these two opposites creates an overall effect of superior tractability and rider comfort.

On second thought, maybe you should just look at the picture. Read the specification. Then repeat these three words: fast, fluorescent and futuristic over a few times.

COLOR: Neon Lime.

WEIGHT: Aprox. 26 Pounds.

SPEEDS: 21.

FRAME MATERIALS: Carbon Fiber, Kevlar, Fiberglass, Aluminum, and Epoxy.

FORK CONSTRUCTION: Welded Cro-mo.

FRONT & REAR DERAILLEUR, & SHIFT LEVERS: XT II.

FREEWHEEL: 12-28 XT II.

CRANKSET: 172mm Bullseye, White.

CHAINRINGS: 28, 38, 48 Anodized Blue.

CHAIN: XT II.

FRONT BRAKES: XT II Cantilever.

REAR BRAKES: XT II V-II Brake.

HEADSET: XT II.

BOTTOM BRACKET: Bullseye.

STEM: Salsa (has been replaced by a 145mm Ritchey Force.

HANDLEBAR: SCOTT (has been replaced by a 5 degree bend Answer TaperLite.

FRONT & REAR HUB: Black 32 hole XT II.

SPOKES: Wheelsmith 14/15 Double Butted with Alloy Nipples.

RIMS: Specialized GX-23 32 Hole.

TIRES: Specialized Ground Controls.

SEAT: Old Turbo Leather.


SEATPOST: XT II.

PEDALS: Time Racing.

BOTTLE CAGE: Old Specialized.

"The Trimble frame has a very good ride," Frank notes, "on rough terrain you can see and feel the rear forks go up and down. The front of the frame and bottom bracket seem to flex just like a good Cro-mo frame. The best thing about the frame is its ability to absorb shock and the unique way that it almost steers its way through corners."

"It's not the bike to be on if you don't enjoy people asking you questions!!!"



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Frank Marciniak

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Pando IV



(Photo by Dan Mouthaan)

Text by Brian Wheeldreyer

I don't know about you, but I'm just a mere mortal. That great sense of accomplishment that predominates race memories is only there because a price was paid. Thankfully it doesn't take long before the pain is forgotten, leaving only those memories which hopefully bring back a smile. Seven days after a grueling course at Sugarloaf had taken its toll, I was still remembering the pain. However, the morning of June 25 found me pumped up and ready to go. Pando III had been my first race and I was eager to gauge my progress.

About 400 gathered on a day that would be considered beautiful for the beach but about 15 degrees on the hot side for a bike race. The two aid stations along the 3.8 mile course were greatly needed and very much appreciated.

Three major changes greeted participants in the year's festivities:

1) A new event. A 2.0 mile time trial was included and covered a modified version of the cross-country course.

2) Lake Pando. Lake Pando? Yes, I know there's no such thing, but there it was an undeniable and previously uncharted body of water turning the lodge into waterfront property and forcing:

3) Change to the course. Running a mass start through a 30 foot stretch of hub-deep swamp would have provided drama, comedy, and great photo opportunities. The last mile of what was otherwise part of a normal lap was used as the start, adding length and an additional hill climb to the race.

Another course change moved last year's screaming downhill from the ski slope into the trees for more technical (but still fast) descent which transformed to level ground abruptly enough to render me 1/2 inch shorter than I used to be.

Although mostly dry, the course had its token mud-hole, promising spectacular spills. Besides, what's a race if you don't have to throw away your socks?

Have you ever wonder where those annoying washboard bumps on ski slopes comes from? After riding a couple sections of this trail, you'll know.

One highlight of the day: We were privileged to have among us the nation's top women rider, Lisa Muhich, who came to inflict bruises on many male egos.

Take off your helmets to the promoters and sponsors for putting on another extremely well organized race this year. Plans are for reprise in October. Yes I've long forgotten the pain. Yes, I'll be there again.

Pando IV Race Results

Women Time Trials

- 1 Lisa Muhich
- 2 Lisa Leon

Beginner Time Trials

(17 Finished)

- 1 Michael Webster
- 2 Terry Murphey
- 3 Daniel Clark
- 4 Tom Nell
- 5 Jason Bratton
- 6 Jeff McGraw
- 7 Dwane Gerber
- 8 Michele Zoet
- 9 Scott Kloosterman
- 10 Daniel Gillespi

Novie Time Trials

(13 Finished)

- 1 Reiner Richter
- 2 David Vandercar
- 3 Jeff Marnassian
- 4 Pat Eickeroth
- 5 John Roe
- 6 David Maclean
- 7 Patrick Duewke
- 8 Jeff Faber
- 9 Ken Mange
- 10 Michael Clark

Expert Time Trials

(8 Finished)

- 1 Robert Bergren
- 2 Jim Potter
- 3 Mark Gunn
- 4 Graig Gietzen
- 5 Tom Smith
- 6 Martin Minka
- 7 Kevin Nowak
- 8 Mike Teel

Beginner Women

(7 Finished)

- Amy Dedafoc (Unofficial First)
- 1 Janet Klepetka
 - 2 Amy Lang
 - 3 Annish Hellman
 - 4 Sally Westernbrock
 - 5 Dawn Granger
 - 6 Amy Sapulski

Beginner Men

(71 Finished)

- 1 Michael Webster
- 2 Jim Steffens
- 3 Tory Decker
- 4 Brain Kaczmarek
- 5 John Dohan

- 6 Wyatt Hazlett
- 7 Terry Murphey
- 8 Marty Caric
- 9 Kevin Stevens
- 10 Brain Collins

16 & Under

(11 Finished)

- 1 Bob Lawson
- 2 Matt Heroux
- 3 Paul Nouhan
- 4 Matt Murray
- 5 Reid Masselink
- 6 Jeff Winsemius
- 7 Dan Dillbeck
- 8 Mitch Lievense
- 9 Grant Loutit
- 10 Dennis Kramer

Single Speed

(1 Finished)

- 1 Ted Ruys

Masters

(4 Finished)

- 1 Tom Nell
- 2 Don Gates
- 3 Don Nichols
- 4 Donald Pedrigon

Advanced Women

(4 Finished)

- 1 Lisa Harrington
- 2 Karen Well-O'Connell
- 3 Debbie Baker
- 4 Lizbeth Zimmerman

Vets

(19 Finished)

- 1 Ed Reid
- 2 Tim Onthank
- 3 Boots Panetta
- 4 Reinhold Cordella
- 5 Eric Davidson
- 6 Greg Krist
- 7 Thierry Werderits
- 8 Mike Motowski
- 9 Dwane Gerber
- 10 John Howe

Novice Men

(49 Finished)

- 1 Bill Dyhouse
- 2 Todd Davidson
- 3 David Maclean
- 4 Andrew Rice
- 5 David Hollis
- 6 Ray Andres

- 7 Matt Daly
- 8 Glen Rauth
- 9 Bill Ward
- 10 John Stoneburner

Expert

(21 Finished)

- 1 Kevin Nowak
- 2 Mark Gunn
- 3 Jim Potter
- 4 Donald Fedrigon
- 5 Michael Ray
- 6 Kelly Dermody
- 7 Graig Gietzen
- 8 Tim Flynn
- 9 Joel Bunting
- 10 Mark Buday

Pro/Men

(3 Finished)

- 1 Martin Stainger
- 2 Dan Packman
- 3 Tim Carmien

Pro/Women

- 1 Lisa Muhich

Calendar Of Events

MINNESOTA

- 1 Sat. & Sun. Sept. 2 & 3, 1989**
Giants Ridge Fat Tire Festival
(#6 in Midwest Point Series)
Giants Ridge Ski Area
Blwablk, MN. 55708
John Filander/Giant Ridge
USA
P.O. Box 190
Blwablk, MN. 55703
(218) 865-4143

- 2 Sun. October 1, 1989**
Bluff Riders Charge
Good Earth Village
Spring Valley, MN. 55109
Lee Swenson
2125 Mohak Road
North St. Paul, MN 55109
(612) 488-6661

OHIO

Observed Trials & X-Country
Racing
Location: Grand Prix Raceway
North Lawrence,
Ohio

(216) 854-2133

- 3 September 10, 1989**
September 24, 1989
October 10, 1989

Off Road Tour

Dean Sandell is organizing an off road
tour in the U.P. Anyone interested in
joining him can contact him at:

P.O. Box 30028
Lansing, MI. 48909
(517) 373-1275 or 335-3338

WISCONSIN

- 4 Sat. & Sun. September 3 & 4, 1989**
LABOR DAY CLASSIC
Location: Seeley, WI
Contact: Rik Pauli (715) 798-3784

- 5 Sat. & Sun. Sept. 9 & 10, 1989**
Chequamagon Fat Tire Festival
Location: Telemark Lodge, Cable,
WI.
Contact: Telemark Lodge
P.O. Box 267
Cable, WI 54821
(715) 739-6608

- 6 Sunday, October 8, 1989**
Standing Rocks Cantilever Classic
Location: Standing Rocks County
Park
Stevens Point, WI
Contact: Don Edberg/Hostel Shop
929 Main Street
Stevens Point, WI 54481
(715) 341-4340

IOWA

- 7 Sat. & Sun. Sept. 23 & 24, 1989**
Iowa State Fat Tire Fiesta
(Midwest Point Series Championship)
Location: Lake Ahquabl State
Park
Indianola, IA
Contact: Howard Shearer
1619 47th Street
Des Moines, IA. 50311
(515) 274-5131



Note !

The time, date, and location of events can change at short notice. Be sure to call the promoter listed here to confirm any event before leaving your house. The Bent Rim Bugle accepts no responsibility for changes to this schedule.

MICHIGAN

8 September 16 & 17. At Sugarloaf Ski Resort in Cedar, this year's Sleeping Bear Mt. Bike Classic. Events include: Time Trials, Biathlon, Observed Trials, Hill Climb, and Cross-Country. Pre-registration ends August 15th. For more information: Call, Brick Wheels: (616) 947-4274, McLains Cycle: (616) 941-8855, or The Sport Shop of Beulah: (616) 882-7242.

9 September 24. At Addison Oaks County Park near Oxford north of Detroit. Observed Trials & Cross-Country events. Pre-registration ends Sept. 15. Contact the Park Office: (313) 693-2432.

10 September 24. At Boyne Mt. near Gaylord northwest of Traverse City. Cross-Country & Time Trial events. For more information contact: Sport Wide Productions, 8663 Date Rd., Bridgeman, MI 49106. (616) 465-6314.

11 October 28 & 29. At Yankee Springs State Park near Kalamazoo. Observed Trials & Cross-Country Events. For more information contact: Sport Wide Productions (see information on Boyne Mt, Race on the Sept. 24th).

INDIANA TRIALS ONLY!!!

Contact Brett Mullen at (317) 423-4695 for more information
REMEMBER! Michigan time is one hour ahead of Indiana.

September 23 Red Smith Trial

**THE FALL PANDO RACE
HAS BEEN CANCELED.**





TRAILBLAZING IN • M I C H I G A N



Photo by Michele Miller

Hart/Montague trail is paved from New Era to Hart. Most of the 13 miles is through beautiful scenic country with no cars in sight.

If you have not checked out any of these trails, you don't know what you're missing!

The conversion from "rail to trail" represents a recent concept in recreational development. Utilizing the abandoned railbed passing through scenic areas, for development of a trail system to span the southern portion of Michigan's lower peninsula for non-motorized travel.

Most of the trails are covered by crushed rock and can only be negotiated on a mountain bike. All of the trails are open to skiing, hiking, biking, walking and horseback riding (on the side of the trail). Bridges, quiet streams, wildlife, and much more greet you on the trails. Small towns along the way offer food and rest stops. A very pleasant way to spend some time with freinds. New trails are being cleared as more areas are being aquired and developed.

(Continued on page 11)

MICHIGAN T R A I L A T L A S

by Dennis R. Hansen

The information provided in the **Michigan Trail Atlas** will give you everything you need to know to plan your hike or ski tour. In addition to trail maps, for those of you who enjoy the new activity of all terrain bicycle riding, the Atlas provides you with information for this sport as well.

But you don't have to take our word for it. The Atlas is endorsed by the **Great Lakes Skier**, The Michigan Trails Alliance and the League of Michigan Bicyclists.

The **Michigan Trail Atlas** can be purchased directly from the publisher (postage and handling are free) for \$19.95 plus tax: Hansen Publishing Company, 1801 Birchwood Dr., Okemos, MI 48864.



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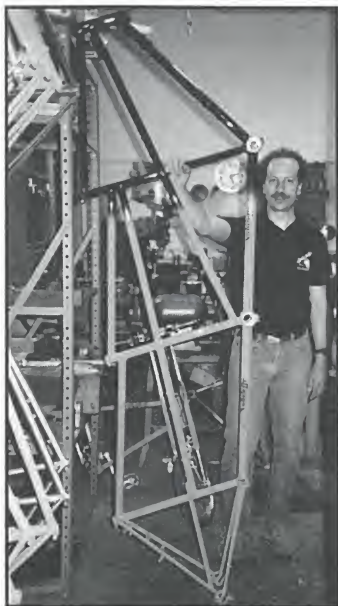
Midwest Focus

Text & Photo by Amy Dedafoe

In the back of the Cycle Celler I have stumbled into one man's fantasy turned reality, this is what Mark Nobilette has dreamed of doing since high school. Now, at thirty-five, he is living that dream by building and designing his own bicycle frames.

After completing a frame building course in Chicago, Mark moved to California to do an apprenticeship under Albert Eisentraut. Meanwhile he was racing road bikes with Joe Breeze and Tom Ritchey. Mark remembers visiting Joe Breeze in 1981 and taking his first mountain bike ride on a mountain bike built by Joe. From then, Mark was hooked on building a mountain bike. He had ideas about angles but nothing really to go on but his memory of that first mountain bike. He used road bike tubing with track drop-outs. "I just cut the track drop-outs down a little, Mark recalls, wanted it to be really sturdy."

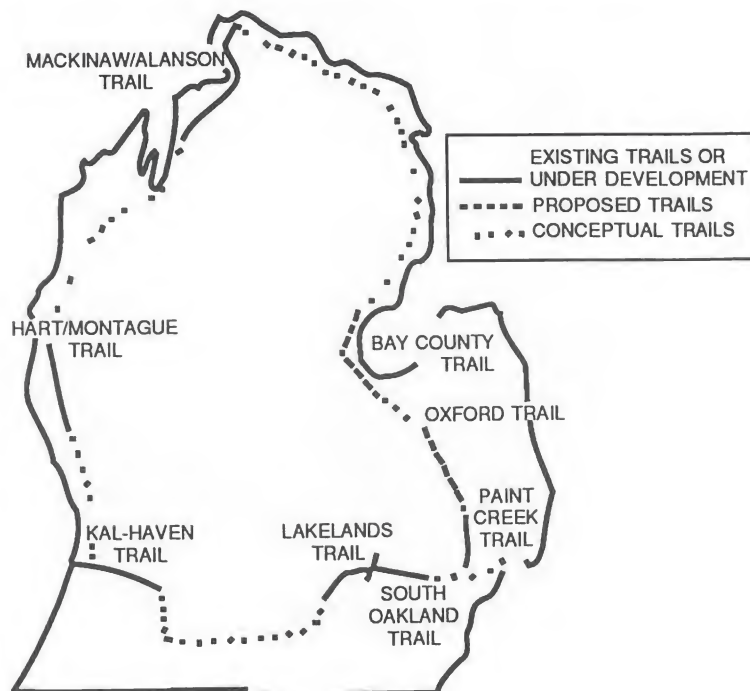
Since 1985 Mark Nobilette has been building about half a dozen MTN bikes a year at the Cycle Celler in Ann Arbor. All frames are fillet brazed, custom painted, and done with his own Knuckle Head custom stems. Custom frame sets are made of a mixture of Columbus SP and Tange MTB tubing, but other tube sets are available. He fits his frame to the person by using the "fit-kit".



Mark likes building different and unusual frames; he had just finished a three-person tandem with flashy fluorescent colors when I was there.

Mark has been building bike frames for fifteen years. He works alone every step of the process and has the equipment and skills to build or repair just about anything to do with bicycles. This fall Mark will be offering a new tig-welded mountain bike frame for less than his other frames and he is also working on an elevated chain stay frame. His turn-around time varies, starting from two months. If you are planning on a new mountain bike for next year, or can't find one that fits you and your mountain biking needs, have we got the frame builder for you! Tell him the BRB sent ya!

Rails-to-Trails (Continued from page 10)



The Michigan chapter of Rails-to-Trails needs your support. They publish a newsletter and sponsor several events during the year. For more information write to:

Rails-to-Trails Conservancy
Michigan Chapter
P.O. Box 23032
Lansing, MI. 48909

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Faces At The Race

Photos by Susan Mekula. Color Reprints & Enlargements Available. (616) 228-5197

Norba National Race Results

Men Beginner (115 Finished)

- 1 Paul Kruska
- 2 Tom White
- 3 Mikael Webster
- 4 Clifford Onthank
- 5 Jerry Oconnell
- 6 Cameron Walker
- 7 Ted Rays
- 8 Joe Delpino
- 9 Eric Toth
- 10 John Dohan

Women Beginner (12 Finished)

- 1 Lisa Leon
- 2 Karen Wells-Oconnor
- 3 Marilyn Early
- 4 Lizbeth Zimmermen
- 5 Karen Deziel
- 6 Kate Molina
- 7 Janet Klepetka
- 8 Karen Gilbert
- 9 Debi McBride
- 10 Margie Johnson

Intermediate Men (90 Finished)

- 1 David Maclean
- 2 Tim Pikaart
- 3 Keith Mercer
- 4 Scott Furry
- 5 David Stuart
- 6 Stein Slette
- 7 Todd Davidson
- 8 Graig Gietzen
- 9 Bill Dyhouse
- 10 Glen Rauth

Men Vets (17 Finished)

- 1 Ed Reid

- 2 Steven Hammett
- 3 Jim Sullivan
- 4 Tim Onthank
- 5 Larry Welton
- 6 Reinhold Cordella
- 7 Eric Davidson
- 8 Charles Robertson
- 9 Mike Motowski
- 10 Chris Davidson

Men Master's (8 Finished)

- 1 Tim Greenins
- 2 Tom Nell
- 3 Thomas Jones
- 4
- 5 Mike Trumbee
- 6 Dennis Vandercar
- 7 Lemmy Keen
- 8 John Lepke

Women Expert (2 Finished)

- 1 Heidi Davis-Fulk
- 2 Gretchen Lichter-Montee

Women Super (9 Finished)

- 1 Lisa Muhich
- 2 Sara Ballantyne
- 3 Martha Kennedy
- 4 Susan Dematter
- 5 Darcy Dangermond
- 6 Margaret Day
- 7 Dina Disantis
- 8 Lynette Barchek
- 9 Christine Culver

Men Expert (39 Finished)

- 1 David Myers

- 2 Jimmy Donnel
- 3 David Wonderly
- 4 Jon Kowalski
- 5 J.P. Morgan
- 6 Randy Dickerson
- 7 Bob Fulk
- 8 Kevin Nowak
- 9 Schotz Christopher
- 10 Don Pedrigo

Men Super (33 Finished)

- 1 John Tomac
- 2 Rishi Grewal
- 3 Wiejak Jan
- 4 David Juarez
- 5 Don Myrah
- 6 Paul Thomasberg
- 7 Joe Murrey
- 8 Mike Jordan
- 9 Wissenrider
- 10 Max Jones

Up Hill Time Trail

Beginner Women (3 Finished)

- 1 Lisa Leon
- 2 Marilyn Early
- 3 Kate Molina

Beginner Men (22 Finished)

- 1 Paul Kruska
- 2 Brant Hendler
- 3 Joe Delpino
- 4 Bill Fischer
- 5 John Dohan
- 6 Charles Hurbis
- 7 Paul Wakefield
- 8 Scott Ransom

- 9 Timothy Woolard
- 10 Ryan Kovacs

Intermiat Women (6 Finished)

- 1 Ann Hurbis
- 2 Kim Kotevich
- 3 Debbie Baker
- 4 Heather Prince
- 5 Kim Gattone
- 6 Mark Stuart Duncan

Intermiat Men (36 Finished)

- 1 David Maclean
- 2 Stein Blette
- 3 Bill Dyhouse
- 4 David Skibowski
- 5 Steve Lynch
- 6 Glen Rauth
- 7 Stephen Wiser
- 8 Andrew Hasse
- 9 Kevin Doser
- 10 Ian Wood

Expert Women (1 Finished)

- 1 Heidi Davis-Fulk

Expert Men (29 Finished)

- 1 Mark Studichi
- 2 David Myers
- 3 J.F. Morgan
- 4 #3211
- 5 Schotz Christopher
- 6 Bob Fulk
- 7 Chris Robinson
- 8 Paul Smith
- 9 Gary Stephenson
- 10 #3283

Super Women (4 Finished)

- 1 Martha Kennedy

- 2 Lynette Barchek
- 3 Lisa Muhich

Super Men (27 Finished)

- 1 Wiejak Jan
- 2 John Tomac
- 3 Tom Rogers
- 4 Rishi Grewal
- 5 Glen Adams
- 6 Jim Rosero
- 7 Marthin Minka
- 8 Max Jones
- 9 #3076
- 10 #3003

Down Hill Time Trails

Beginner Women (2 Finished)

- 1 Lisa Leon
- 2 Marilyn Early

Beginner Men (29 Finished)

- 1 Dan Groust
- 2 Ted Reys
- 3 #3777
- 4 Paul Wakefield
- 5 Daniel Grow
- 6 Terry Murphy
- 7 #3765
- 8 Donald Coates
- 9 Kurt Schroeder
- 10 Len Dick

Intermiat Women (3 Finished)

- 1 Kim Kotevich
- 2 Heather Prince
- 3 Ann Hurbis

Intermiat Men (50 Finished)

- 1 Ray Andres
- 2 Chris Haslock
- 3 Robert Akers
- 4 Mike Dorman
- 5 Chuck Kincard
- 6 Jim Riehl
- 7 John Kerkhof
- 8 Kevin Doser
- 9 Jamson Hendler
- 10 David Vandercar

Expert Men (30 Finished)

- 1 David Wonderly
- 2 Toby Henderson
- 3 Jon Kowalski
- 4 J.P. Morgan
- 5 Curt Bales
- 6 Jason Couell
- 7 Tim Flynn
- 8 Paul Brown
- 9 Stephen Walther
- 10 James Potter

Super Women (5 Finished)

- 1 Christine Culver
- 2 Martha Kennedy
- 3 Mararet Day
- 4 Lynette Barchek
- 5 Lisa Muhich

Super Men (23 Finished)

- 1 Jim Deaton
- 2 John Tomac
- 3 Paul Thomasberg
- 4 Tom Rogers
- 5 David Turner
- 6 Greg Herbold
- 7 Max Jones
- 8 Brynn Obermeyer
- 9 Jonathan Vaughan
- 10 Ken Noble

Kandahar



Text & Photo by Dwain Abramowski

When I got off I-75 it wasn't a mile before I left the paved road heading east and turned down a dusty gravel road. Whenever this happens, I get worried. For all I knew Kandahar could have been some Indian word for, "got you sucker there is nothing happening here..."

After few more turns and a couple of hand painted signs I found, Kandahar. It was in the "boonies", but it was touched by civilization. Kandahar is a private skiing area just northwest of Pontiac; complete with lodge, cafeteria, parking, bathrooms and of course ski lifts. I introduced myself to Kurt Schroeder who was putting on the first race at Kandahar and found out immediately that even if the crowds were not going to be that large, the excitement of Kurt and his staff would make up for it.

Saturday's event was the downhill. There were less than twenty people competing, but every one of them seemed to be having a good time. It was a dual event format with a red and blue course. The top portion of the course was very steep and tight, the red course especially. When the last heat ended Craig Gietzen was the victor.

The cross country course was a short 1.5 miles, with the start positioned right at the bottom of a long grueling uphill. Fortunately, the riders only had to ride the start hill once, the racing lap started after climbing that first steep hill then followed an easier route up the side for the rest of the race. In the first race (beginners and juniors) I don't think anyone make it to the top with out pushing. The second race saw a few of the hammerheads reach the top pedaling, after that there was a straight shot downhill that allowed those who like to tease mach-1 to show their stuff. All in all the weather was hot and humid, which made the uphills way too long and the downhill shots too short.

Kurt said that he was already working on making the course a little longer and hoped to be able to include a few more sections that were not either going straight up or straight down, but possibly cutting through the wooded

areas a little more.

I didn't have a chance to race Kandahar (I didn't hear about it till around six in the morning) but, I did ride the course with a couple of bullets from MGM cycle shop in Rochester, and it was a lot of fun, especially the downhill.

For race results, send a self addressed stamped long envelope to:

Kandahar Race Series
C/O Kurt Schroeder
P.O. Box 080065
Rochester, MI 48063

Please specify race class, event, and date. Complete results will require more return postage.

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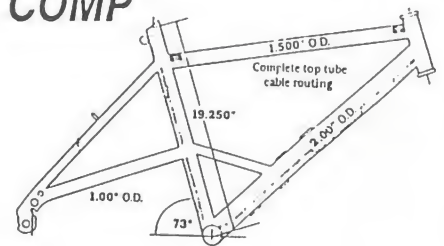
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YANKEE SPRINGS RECREATION AREA

by Dennis Hansen

After spending an interesting morning at Pando IV observing the morning event, Dean Sandell, John Sych and I headed for Yankee Springs Recreation Area south of Grand Rapids to check out the trails. We arrived at Yankee Springs about mid day with the temperature and humidity in the 80's. The main beach parking lot was chosen as the starting point, since we hoped to take a swim at the end of the ride which turned out to be an excellent decision.

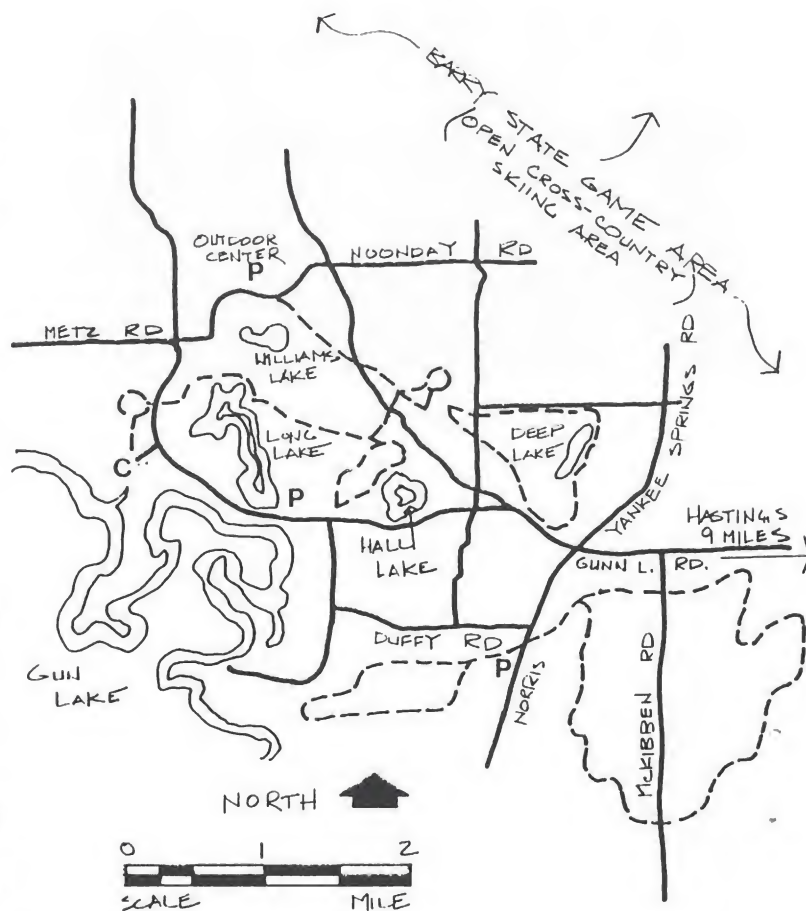
The trail system is basically for hiking with 5 inter-connecting trails, The Chief Noonday trail being the main linking trail. Unfortunately, the system is not a looped network which requires you to back track on part of the system to return to your starting point, or ride on the heavily travel paved roads in the park area.

Much of the trail beyond the trail head was not well marked or maintained; however, it is somewhat better marked than most.

Leaving the trail head at the Gun Lake Camp-ground the trail heads north through a flat and completely wooded area on a nature trail. Most of the trail system is in wooded terrain. Just before crossing Gun Lake Road in a westerly direction, the trail crosses a snowmobile trail that parallels Gun Lake Road. This and other snowmobile trails in the area can be used for riding. There are many unmarked trails, two track roads and snowmobile trails in the park and the adjacent Barry State Game area for those who desire to explore the area without using any predetermined route.

After crossing the road the trail enters rolling to hilly terrain which continues for the remainder of the system. On the north end of Long Lake, there is the longest boardwalk I have ever seen. It seems like it was at least 1/8 of a mile long and very curving. It was a challenge to follow it or you might end up in the wet land that it passes over. On that subject, for those of you who like mud, you will be disappointed with all the rain we have had recently, there was very little mud or wet sections. Most of the trail was in sandy soil, but was not difficult to ride on in the few locations where it was loose.

After the boardwalk you enter the northern end of ski trail. Through this section, there is a major unmarked trail coming in from the left and a bit later another unmarked trail forking off to the right. After crossing a well used vehicle road we headed north past Hall Lake to Graves Hill Overlook. The overlook had a spectacular view of Gun Lake to the south but the uphill approach from the south was very tough.



East of the overlook is a feature called Devil's Soup Bowl which we headed for. It's a deep and steep sloped limestone sinkhole. If you have never seen one before (and I had not) you will definitely be impressed. The trail goes around the entire sinkhole, connecting up (eastbound) with a very STEEP uphill section of loose rocks in a narrow eroded Vee slope.

After the sinkhole is where we got really lost. There is a vehicle turn around in the area and ATV's have gotten in this area, which makes it difficult to find the trail. (Other than this one location, we notice any motorized didn't use of the hiking trails) If you find a well used and marked horse trail in this area, you are lost!!! The hiking trail not well marked but the forks here with both forks forming each end of a loop that passes through the Deep Lake Campground. We back tracked on Chief Noonday trail and headed back to the parking lot.

It was a very enjoyable trip and well worth the small inconvenience of getting lost. Along with the ski and unmarked trails, many days could be spent exploring the "backcountry" of Yankee Springs Recreation Area.

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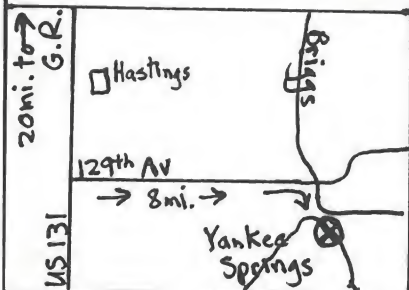
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